

*AMENDMENTS TO THE CLAIMS*

This listing of claims replaces all prior versions, and listings, of claims in the application.

1. (Currently Amended) Method for producing an automotive vehicle door, comprising (i) providing a supporting frame ~~provided with~~ having an opening, said supporting frame being connected movably to a body structure of ~~the~~ an automotive vehicle, and (ii) sealing the opening ~~being sealed~~ in an essentially moisture-proof manner by moulding with a curable material whilst forming a supporting plate for receiving elements, ~~such as window winders, loudspeakers or the like,~~ at least one guide rail for guiding a window pane, which is displaceable relative to the supporting frame, being provided in the supporting plate in order to receive a lateral edge of the window pane.
2. (Currently Amended) Method for producing an automotive vehicle door, comprising (i) providing a supporting frame ~~provided with~~ having an opening, said supporting frame being connected movably to a body structure of the vehicle, and (ii) sealing ~~wherein~~ the opening ~~is sealed~~ at least in regions by moulding with a curable material whilst forming a supporting plate for receiving elements, ~~such as window winders, loudspeakers or the like.~~
3. (Previously Presented) Method according to claim 1, wherein the moulding takes place by injection of a thermoplastic or thermoset plastic material.
4. (Currently Amended) Method according to claim 1, wherein the curable material is polypropylene long glass fiber (PPLGF) material.
5. (Previously Presented) Method according to claim 1, wherein the moulding takes place by foaming with a multi-component foaming agent material.
6. (Previously Presented) Method according to claim 1, wherein the supporting frame is inserted in an injection moulding ~~or foaming~~ tool in order to produce the supporting plate.
7. (Previously Presented) Method according to claim 1, wherein an outer edge of the opening has a circumferential web for form-fitting and integral connection of the supporting plate to the supporting frame.

8. (Previously Presented) Method according to claim 1, wherein the opening is completely sealed in order to produce a liquid-proof supporting plate.

9. (Currently Amended) Method according to claim 1, wherein, after moulding the supporting plate, there is mounted ~~detachably or non-detachably~~ on the side orientated towards the vehicle interior, an interior lining and/or, on the side of the supporting plate pointing towards the vehicle exterior, an external panelling.

10. (Currently Amended) Method according to claim 1, wherein the supporting frame is ~~cast~~ or produced in a shaping method.

11. (Currently Amended) Method according to claim 1, wherein the supporting frame is one part ~~or multi-part~~.

12. (Previously Presented) Method according to claim 1, wherein merely one opening is provided in the supporting frame which is sealed by the supporting plate.

13. (Currently Amended) Method according to claim 12, wherein the surface area of the opening, in a ratio to the surface area of the surface area enclosed by the outer contour of the supporting frame, is more than 0.4, ~~preferably more than 0.5~~.

14. (Previously Presented) Vehicle door produced according to claim 1.

15. (Canceled)

16. (Previously Presented) Vehicle door produced according to claim 2.

17. (Previously Presented) Method according to claim 2, wherein the moulding takes place by injection of a thermoplastic or thermoset plastic material.

18. (Currently Amended) Method according to claim 2, wherein the curable material is polypropylene long glass fiber (PPLGF) material.

19. (Previously Presented) Method according to claim 2, wherein the moulding takes place by foaming with a multi-component foaming agent material.

20. (Previously Presented) Method according to claim 2, wherein the supporting frame is inserted in an injection moulding ~~or foaming~~ tool in order to produce the supporting plate.

21. (Previously Presented) Method according to claim 2, wherein an outer edge of the opening has a circumferential web for form-fitting and integral connection of the supporting plate to the supporting frame.

22. (Previously Presented) Method according to claim 2, wherein the opening is completely sealed in order to produce a liquid-proof supporting plate.

23. (Currently Amended) Method according to claim 2, wherein, after moulding the supporting plate, there is mounted ~~detachably or non-detachably~~ on the side orientated towards the vehicle interior, an interior lining and/or, on the side of the supporting plate pointing towards the vehicle exterior, an external panelling.

24. (Currently Amended) Method according to claim 2, wherein the supporting frame is ~~cast~~ produced in a shaping method.

25. (Currently Amended) Method according to claim 2, wherein the supporting frame is one part ~~or multi-part~~.

26. (Previously Presented) Method according to claim 2, wherein merely one opening is provided in the supporting frame which is sealed by the supporting plate.

27. (Currently Amended) Method according to claim 26, wherein the surface area of the opening, in a ratio to the surface area of the surface area enclosed by the outer contour of the supporting frame, is more than 0.4, ~~preferably more than 0.5~~.